This listing of claims will replace all prior versions, and listings, of claims in the application:

The Status of the Claims

Claims 1-56 (Canceled)

57. (Currently amended) The bumper system of claim [56] 79, wherein the second contact surfaces are laterally spaced a greater distance than the first contact surfaces.

58. (Currently amended) The bumper system of claim [56] 79, wherein the first contact surfaces extend higher than the second contact surfaces.

59. (Previously presented) The bumper system of claim [56] 79, further comprising a sensor responsive to the position of the vehicle relative to at least one of the bumpers.

60. (Currently amended) The bumper system of claim 59, wherein the sensor is responsive to the position of the vehicle relative to at least one of the first contact surfaces.

61. (Currently amended) The bumper system of claim 59, wherein the sensor is responsive to the position of the vehicle relative to at least one of the second contact surfaces.

62. (Previously presented) The bumper system of claim 59, further comprising a light responsive to the sensor.

63. (Canceled)

64. (Currently amended) The bumper system of claim [56] 79, wherein the second contact surfaces create a visual reference that assists in keeping the vehicle generally centered relative to the loading dock.

65. (Canceled)

66. (Previously presented) The bumper system of claim [56] 79, wherein the first and second contact surfaces are disposed generally perpendicular to the direction of vehicle movement.

Claims 67-78 (Canceled)

79. (New) A loading dock bumper system for assisting in positioning a vehicle moving in a direction toward a loading dock the bumper system comprising:

a first bumper mountable on a first side of the loading dock;

a second bumper mountable on an opposite side of the loading dock, each of the first and second bumpers comprising

a mounting surface,

a first contact surface spaced outward from the mounting surface, such that contact by the vehicle with the first contact surface will stop the vehicle within a range of acceptable separation positions such that the vehicle can be serviced by the dock equipment at the loading dock, and

a second contact surface spaced further outward from the mounting surface, such that contact by the vehicle with the second contact surface will stop the vehicle at a distance beyond the range of acceptable separation positions such that the vehicle cannot be serviced by dock equipment at the loading dock; and

wherein the first and second bumpers are mountable with a lateral spacing sufficient to allow a vehicle in a substantially centered laterally position relative the first and second bumpers to contact the first contact surfaces of each of the first and second bumpers between and without contacting the second contact surfaces.

80. (New) A method of positioning a vehicle moving in a direction toward a loading dock, the method comprising:

mounting a first bumper and a second bumper on opposite sides of the loading dock, wherein each of the first and second bumpers includes a first contact surface spaced outward from the loading dock in a direction opposite the direction of vehicle travel such that contact by the vehicle with the first contact surface will stop the vehicle at an acceptable separation position, and a second contact surface spaced further outward from the loading dock than the first contact surface in a direction opposite the direction of vehicle travel such that contact by the vehicle with the second contact surface will stop the vehicle at a distance beyond the range of acceptable separation positions such that the vehicle cannot be serviced by dock equipment at the loading dock; and

laterally spacing the second contact surfaces such that the vehicle can only contact at least one of the first contact surfaces and be stopped at an acceptable separation position if the vehicle is in a centered lateral position relative to the loading dock at which it does not contact any of the second contact surfaces as it moves toward the loading dock.